

November 11, 2020

Dear Chairperson Córdova and Commissioners,

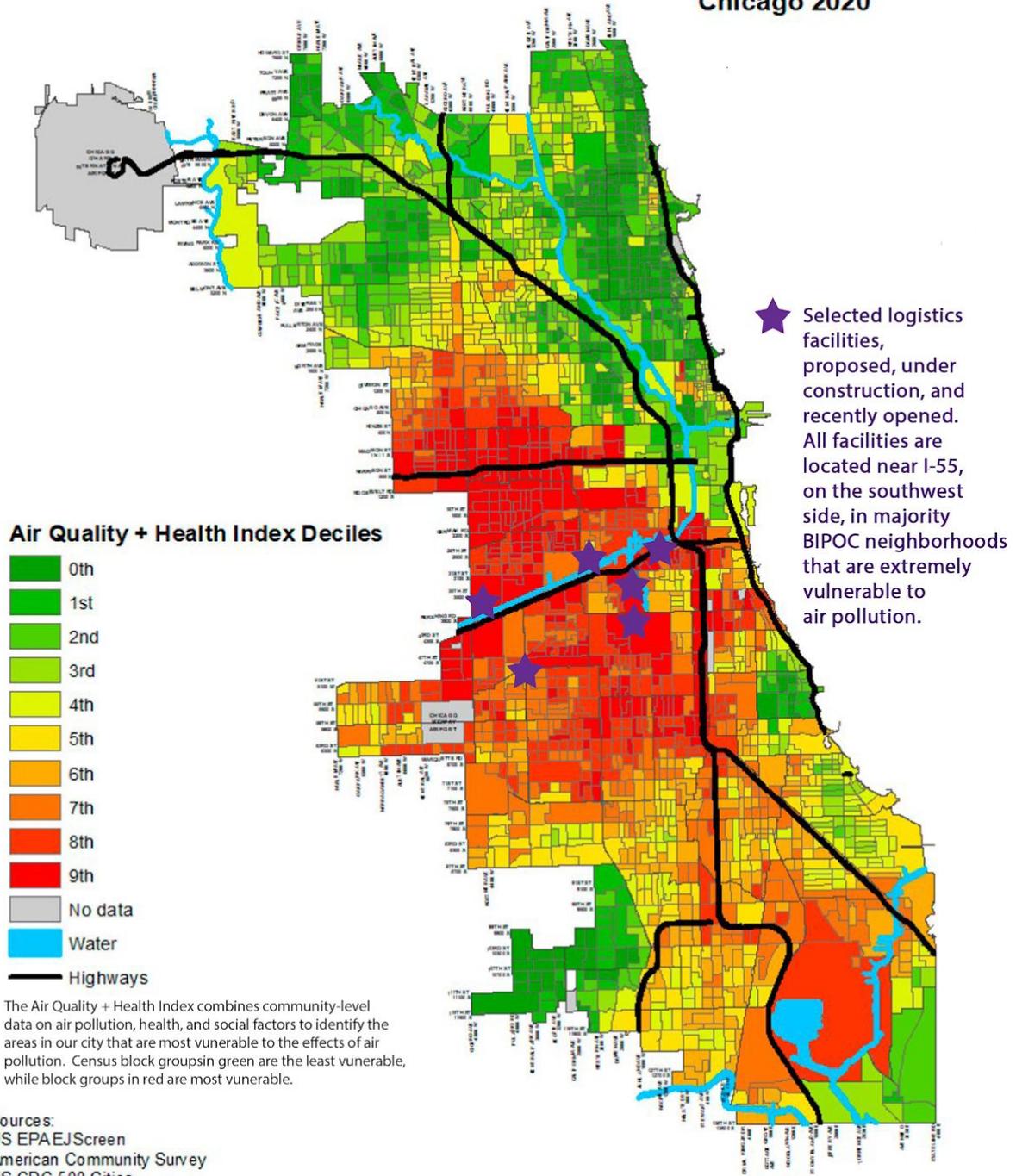
We are writing to urge you to take two actions to support environmental justice by addressing the increasingly inequitable distribution of logistics facilities, with their health, environmental, safety, and quality of life impacts.

- Reject the proposed rezoning of 2420 S. Halsted Street to become designated as a Waterway Industrial Planned Development. 2420 S. Halsted LLC is proposing this zoning change to enable Prologis (NYSE: PLD) to build a facility, which Crain's reports Amazon (NYSE: AMZN) will lease. The Center for Neighborhood Technology's eTOD tool shows that residents within .5 miles of the site are 80 percent people of color.
- Adopt a Chicago Plan Commission moratorium on all rezoning for logistics facilities on the South, Southwest, and West sides until the City Council passes ordinances that address the inequitable distribution of logistics facilities which are rapidly appearing. In addition to the large Hilco development site under development in Little Village (3501 S. Pulaski Rd), within just the last year, four additional logistics sites have been announced for nearby neighborhoods: 2420 S. Halsted St. (noted above), 3535 S. Ashland Ave., 3711 S. Ashland Ave., and 3507 W. 51st St. These sites are in addition to an existing 150,000 square foot Amazon fulfillment facility at 2801 S. Western Ave.

Logistics and other polluting uses continue to concentrate on the South, Southwest, and West sides, which are already inequitably burdened. The Chicago Department of Public Health has identified dramatic inequalities in health and air quality (see attached map adapted from their 2020 Air Quality and Health report), which these facilities deepen, and called for ordinances that would address cumulative burdens through zoning and permitting changes. In addition to air pollution and quality of life impacts, logistics facilities present potentially fatal traffic safety risks, especially for pedestrians and bicyclists.

The Chicago Plan Commission has a pivotal role to play: it can support environmental justice by halting rezonings that would compound these inequities. South, Southwest, and West side communities should not have to sacrifice health, environment, traffic safety, or quality of life for economic prosperity. Green, livable, and healthy land uses and jobs are possible and can be envisioned together.

## Air Quality and Health Index, Chicago 2020



Sources:  
 US EPA EJScreen  
 American Community Survey  
 US CDC 500 Cities  
 IDPH Vital Statistics  
 Various years combined, 2011-2018

Adapted from a map created by Office of Epidemiology, Chicago Department of Public Health, January, 2020.

Bridgeport Alliance



Center for Neighborhood Technology



Chicago Asian Americans for Environmental Justice



Little Village Environmental Justice Organization



Active Transportation Alliance



Blacks in Green



Equiticity



Neighbors for Environmental Justice



Bike Lane Uprising



Southwest Environmental Justice Coalition





Rick Pham signed recently

We – the constituents of Senour, Mary, Hillock, 25th Street, the neighboring community members and the 11th Ward are in agreement that all non-commercial traffic including employees and visitors of the proposed Prologis site at 2500 South Corbett use an entrance/exit referred to as the Corbett "extension", by moving the site's south border fence 10 feet north, so that the current pathway along side the railway can be substantially expanded to accomodate an entrance/exit along Corbett Street. In this layout, the Senour entrance/exit can be completely eliminated.

Allowing this change to the site plan will have a minimal impact on the project development plan and overall site usage as only a few parking spaces will be effected. However, the impact to the community including increased safety are tremendous.

We look forward to this change as it will result in a reduction in local traffic, noise and pollution while still enhancing the value of the proposed site by creating direct and dedicated east/west access to Archer Ave.

When signing the petition please add your address to the 'Comments' section.

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**SIGN PETITION**

Sandy Poon

Nov 12, 2020



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Nov 12, 2020

2508 S Senour Ave  
Chicago, IL 60608

**Yebo Guan**

Nov 11, 2020



[upvote](#) [reply](#) [show](#)

Nov 11, 2020

Hillock St.

**Rick Pham**

Nov 08, 2020



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Nov 08, 2020

25th South Senour

**Calvin Gong**

Nov 08, 2020



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Nov 08, 2020

South Senour

**Susan Gong**

Nov 08, 2020



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**SIGN PETITION**

**Sau Hui**

Nov 06, 2020



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Nov 06, 2020

Hillock St.

**Arlene**

Nov 05, 2020



Nov 05, 2020

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My house constantly shakes with trucks coming through at this time 24/7 this is a huge disturbance to my senior mother in law and well being of my children.

**Jimmy Wong**

Nov 04, 2020



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Nov 04, 2020

Hillock St.

**Jung Mui**

Nov 04, 2020



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Nov 04, 2020

South Mary St.

**Mandy Li**

Nov 04, 2020



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Rick Pham United States
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**SIGN PETITION**

**SIGN PETITION**

Phan Le's Statement for the November 2020 Plan Commission Hearing concerning Planned Development # 1236 on 2420 S. Halsted St. / 2500 S. Corbett St.

Thank you for letting the community speak on this issue. My name is Phan Le, and I am a future resident of Bridgeport. First, let me say that the concerns of labor abuse, automation, traffic accidents, and pollution should be enough for the committee to deny this petition. A wealthy real estate developer shouldn't have the power to determine what our community looks like. Promising to plant trees and make a river path doesn't change this project for what it is: a big ugly building that's only deepening the pockets of an e-commerce company that's even uglier.

Second, I want to address why I chose to move to Bridgeport, knowing prior that the air quality was not nearly as good as that of our North Shore neighbors. As an Asian American woman, living in a country where both major political parties imbue our airwaves with anti-China falsehoods; who either explicitly or tacitly condone crimes against black people and POC, I do not feel safe or welcomed living in any other neighborhood in Chicago. I have lived in Lakeview where I saw a white man on a bus give an Asian woman the dirtiest sneer simply for wearing a face mask before it became mandatory. Around the same time, a white woman, looking directly at me, exclaimed "Oh no" when she saw I was wearing a face mask. Living in Bridgeport meant that for once I would have a reprieve from the constant inconvenience, threat, and stress of racial bias.

This warehouse unequivocally represents bald-faced environmental racism and divestment. In this country, White people do not have to make the trade-off between enduring endless racially motivated suspicions and breathing in toxic chemicals. And when I say white people, I'm talking about the kind that have the economic means of mobility.

Lastly, promises of revitalized city coffers are specious at best, and don't factor in all the externalized costs, again, of labor abuse, automation, traffic accidents, and pollution. Corporate land giveaways are a divestment because we will be depriving ourselves of valuable resources that could improve our portfolio of greenery, pedestrian and bike paths, and community recreation spaces.

We must take a dignified position and recognize that these businesses need us more than we need them. Chicago is not for sale, it is not just a square to exist on Amazon's Monopoly board. We need to tell them no if we have reason to believe they will automate away jobs down the line. We need to tell them no if they don't prioritize clean energy. We need to tell them no if they want handouts, tax abatements, or payment in lieu of taxes, and we give those opportunities to businesses who aren't polluting our city and will pay their fair share. The data against Prologis and Amazon is clear, but in fact the most dangerous ramification of this is the erosion of democracy because if the interests of two or three companies outweighs the interest of 50,000 people before they have proven themselves to be cooperative neighbors, then our elected officials will have failed to do their job.

The only way to protect the city and community is to vote against this rezoning and issue a moratorium on all rezoning for logistics facilities until we have developed a plan for a more equitable city. Thank you.



**To: Chicago Plan Commission**  
**Date: November 17, 2020**  
**Subject: 2420 S. Halsted St. / 2500 S. Corbett St. (Bridgeport, 11th Ward)**

The Metropolitan Planning Council (MPC) was a lead partner with the City of Chicago in the creation of the 2016 *Our Great Rivers* vision, and serves as a backbone organization in its implementation, including co-chairing multiple River Ecology & Governance Task Force working groups. MPC works on riverfront issues—human, environmental, economic, and recreational—with partners across the City of Chicago, including City departments, County governments, civic and community-based organizations, developers, and foundations.

MPC provides technical assistance to and has developed close partnerships with a number of riverfront communities along the South Branch of the Chicago River. In 2019, following a robust community input process in Bridgeport and neighboring communities, we co-released a South Branch Parks Framework Plan and River Trail Priorities Report for this stretch of the South Branch of the Chicago River.

These projects, and others, captured the public’s aspirations for their rivers to be recreationally and environmentally thriving, as well as continuing to support and grow innovative industries that utilize the river while improving water quality and the environment, and allowing for public access. MPC and *Our Great Rivers* are not anti-development: in fact, the vision calls for new land use planning to support productive community visions for the continued development and redevelopment of riverfronts.

The Metropolitan Planning Council is submitting testimony ***not in support of*** the proposed zoning change at 2420 S. Halsted / 2500 S. Corbett St.

### **Inconsistent and Incomplete Planning Processes**

The proposed development is within the Pilsen Industrial Corridor. For many years, MPC and partners have been advocating for proactive planning for Chicago’s riverfronts, knowing that growing interest and investment in the rivers and changes such as the Industrial Corridor Modernization Initiative would begin to create development and industrial pressures along the riverfronts.

Beginning with the North Branch Framework Plan in 2017, the City has been reassessing current and future land and transportation uses of industrial corridors. The purpose of this process is to determine what new land uses would be appropriate given changing investments and development in industrial corridors and their surrounding areas. The North Branch industrial modernization process changed zoning and land use along its corresponding stretch of the river, yet other riverfront industrial corridors have not been revised. Why has the South Branch not been treated the same as the North Branch?

Along the South Branch, current zoning allows this type of development “by right.” However, the City has not proactively planned this industrial corridor, so zoning and land use practices have not been assessed in their current context. Industrial corridors have not remained the same over time, and their land uses should not be locked in place forever. Decisions about large, long-term developments on such

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| Lester Crown  | Steven N. Miller<br><i>Origin Ventures</i>                                      |
| Francesca DeBiase   | Charles J. Moore<br><i>The Banc Funds</i>                                       |
| Zena Diggs  | J. Marshall Peck<br><i>InterPark Holdings LLC</i>                               |
| James C. Franczek, Jr.  | Shawn Riegsecker<br><i>Centro</i>   |
| Linda Goodman   | Joan Rockey<br><i>Cerity Partners LLC</i>                                       |
| Jacques N. Gordon •   | Katherine M. Scherer<br><i>Deloitte LLP</i>                                     |
| M. Hill Hammock   | Michael Scudder<br><i>First Midwest Bancorp, Inc.</i>                           |
| Andy Hesselbach   | Mark Skender<br><i>Skender</i>  |
| Laurie Holmes ••  | Kristofer Swanson<br><i>Charles River Associates</i>                            |
| Charles R. Kaiser   | Scott Swanson<br><i>PNC Bank, Illinois</i>                                      |
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| Laritz Lopez  | Edward J. Wehmer<br><i>Wintrust Financial Corp.</i>                             |
| Bernard Loyd  | Theodore Weldon<br><i>Lend Lease</i>  |
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| James E. Mann   |   |
| Lee M. Mitchell   |   |
| Matthew Moog  |   |
| David Mook  |   |
| Juan G. Moreno •  |   |
| Sameer Patel  |   |
| J. Scot Pepper  |   |
| Julian G. Posada  |   |
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valuable land should not be made before a proper assessment of the industrial corridor is complete.

### **Highest & Best Use of Valuable Land**

MPC appreciates that the proposed development will be subject to the standards in the Chicago River Design Guidelines, and that the developer's plans seem to embrace creating public access at the site. However, another distribution warehouse is simply not the best use for this riverfront location.

The current land uses adjacent to this site include residences immediately to the South and West, two parks within a 10-minute walk, an Orange Line station, and nearby connections to I-55 and I-90/94. While there are industrial uses nearby, they are across the river, not adjacent to this site. These surrounding land uses indicate that despite this area being zoned for manufacturing and industrial purposes, this type of use should be transitioning out of this neighborhood. Continuing to promote incompatible industrial land uses will steal away yet another large riverfront site—valuable riverfront potential that this community will not get back for decades.

Given the site's proximity to residences, the river, parks, and transportation options, this site holds potential for a mixed-use, transit-oriented development that includes business, parkland, and residential space. Such a development could simultaneously create recreation, preserve local biodiversity, and grow the tax revenue generated by the site more than a single warehouse. Prioritizing this site for transit-oriented development would also be aligned with more future-oriented policy plans that have recently been released in draft form, such as the City's Equitable Transit-Oriented Development Policy Plan.

Approving this proposal implies that the City and Plan Commission agree that the most appropriate use of riverfront land next to residential areas is a distribution and logistics warehouse. Riverfront land should be preserved and used by communities as locations for recreation, ecological conservation, and innovative economic development opportunities that directly utilize or improve the waterway.

### **Community Engagement and Community Benefits**

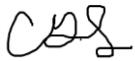
The most pressing concern MPC holds about the proposed development is the lack of meaningful community engagement and involvement in the process thus far. To MPC's knowledge, the developer has discussed this development at two public 11th Ward meetings, which are geared more toward presentation and public comment than true engagement. At the Ward meetings, the Alderman stated that local groups would be contacted to discuss their concerns, ideas for the public riverfront portion of the site, and community benefits or investments beyond this site (for example, improvements to nearby parks). To MPC's knowledge, none of the local organizations we work closely with in the area have been contacted; in fact, some have tried to reach out in good faith and been rejected.

As noted, local groups in Bridgeport and the surrounding communities have actively engaged their neighbors, civic organizations, and the design community in creating visions for this stretch of the South Branch of the Chicago River. These ideas, and the people who created them, should be engaged meaningfully throughout the development of the site—from concept creation to execution. It is unacceptable that site plans, traffic studies, and zoning change applications have

all been executed without even a bare minimum attempt to understand the work that local constituents have done.

In closing, the City of Chicago needs to proactively plan for the futures of its riverfronts with inclusive community engagement. To be part of *Our Great Rivers* while simultaneously not planning for the rivers and reacting to development and industry on a parcel-by-parcel basis is disingenuous. Uses surrounding this site are changing and there are residential communities with a desire for more green space and a different form of economic development that is not centered on distribution facilities, which *Our Great Rivers* would support. If today's proposal is approved, residents and stakeholders may have to wait decades for the chance to see the true potential of this site come to fruition.

Sincerely,



Chloe Gurin-Sands  
Manager, Health Equity and Planning  
Metropolitan Planning Council



Christina Harris  
Director, Land Use & Planning  
Metropolitan Planning Council

**To:** CPC  
**Subject:** RE: Public comment -- South Halsted logistics facility

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**From:** Andrew Lovdahl <[andrew.lovdahl@gmail.com](mailto:andrew.lovdahl@gmail.com)>  
**Sent:** Wednesday, November 18, 2020 5:52 PM  
**To:** CPC <[CPC@cityofchicago.org](mailto:CPC@cityofchicago.org)>  
**Subject:** Public comment -- South Halsted logistics facility

[Warning: External email]

To whom it may concern,

Slowly, slowly, slowly, but surely, the City has been coming around to the idea that every Chicagoan is entitled to a certain quality of life, even if he has been so foolish as to reside in one of the hundreds of thousands of homes built in direct proximity to industrial corridors. Advisory bodies like yours have a serious responsibility to safeguard the tenuous progress we have made on this front.

Every sensitive observer was outraged by this year's incident at the site of the former Crawford Generating Station, where a private developer flaunted basic safety regulations and common sense and blanketed a majority-minority working-class neighborhood with toxic dust during a global respiratory pandemic, knowing full well that they would escape any serious penalties, given the project's supposed economic necessity. When things come to such a dehumanizing pass, that is an urgent signal to seize control of the conversation, to insist that no, we cannot ask poor people to trade years of their lives for the nebulous benefit of increased municipal revenue that may someday filter back into their neighborhood after everyone else has taken their cut. The dollars one makes that way are simply too expensive.

The proposed development on the riverbank at South Halsted may not be as offensive as the Crawford demolition, but that is a low bar. Halsted is an absolutely essential arterial route in the south side biking network. It is a street of extreme historic interest, passing through the widely-treasured neighborhoods of Bridgeport and Pilsen. The riverfront has been declared Chicago's new "back yard" and even so calculating a figure as the former Mayor Emanuel has recognized the logic of converting it to recreational and civic uses, since waterfront amenities are so uniquely suited to these purposes in the postindustrial era.

If the developers acquire the property for the stated purpose under the stated terms, it will be outright civic robbery, and this mistake's consequences will be with us for decades. Surely one must be aware of the symbolic catastrophe of giving this high-potential location to Amazon, a corporation whose success is entirely founded on workers who rarely earn a living wage. This would serve to mock people's dreams of what a city can be.

Finally, have we forgotten that Pilsen and Bridgeport are being inexorably welcomed into the ranks of "good" neighborhoods, suitable for families and "professionals"? Isn't the city going to reap its harvest of increased property taxes from higher assessments? If that plan is still on, it is perplexing that the city should simultaneously pursue a course of dirty revenue which would no doubt offend the sensibilities and noses of this putative new population. That sounds like having your cake and eating it too.

I do deeply hope you will read the room and see that this idea of a city as a place primarily for living is not a passing phenomenon.

Sincerely,

Andrew Lovdahl  
60608

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